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DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00

DSD FILE NO.:

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General Property Information:

Address of Subject Property (Street Number/Name): 14010 Judge Orr Road

Tax Schedule ID(s) #:4233000027

Legal Description of Property:

SW4SW4 SEC 33-12-64 TOG WITH THE ELY 20.0 FT OF THE SE4SE4 SEC 32-12-64

Subdivision or Project Name: Judge Orr RV Park

Section of ECM from Which Deviation is Sought: 2.3.7.E Intersections - Turn Lane Design

Specific Criteria from Which a Deviation is Sought: Turn Lane Design Elements for left and right turn lanes and tapers

Proposed Nature and Extent of Deviation: Allow abbreviated southbound right turn and left turn lanes at the intersection of Judge Orr Road/Cessna Drive and an abbreviated northbound left turn lane at the intersection of the proposed RV Park Access access/future commercial PUD private street intersection.

Applicant Information:

Applicant: PRAIRIE STONE LLC

Email Address: AndreaMinnich@msn.com

Applicant is: ☒ Owner ☐ Consultant ☐ Contractor

Mailing Address: 9476 Dakota Dunes Lane Peyton

State: CO

Postal Code: 80831

Telephone Number: (719) 492-0774

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE

Email Address: jeff@LSCTrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 East Pikes Peak Ave. Suite 210 Colo Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: CO

Telephone Number: 719-633-2868

Fax Number: 719-633-5430

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: 2.3.7.E Intersections - Turn Lane Design

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Reason for the Requested Deviation: The proposed centerline spacing along Cessna Drive between Judge Orr Road and the proposed RV Park Access access/future commercial PUD private street intersection is 374 feet (see separate deviation request for this proposed spacing). ECM-standard back-to-back left turn lanes and shared standard transition taper would not fit between these proposed two intersections (based on the projected traffic volumes and the standard design speed of an ECM-standard Urban Collector).

Comparison of Proposed Deviation to ECM Standard: Please refer to the attached Table. The ECM standard lengths are based on the standard design speed of an ECM-standard Urban Collector (40 mph design speed). The projected peak hour volumes are shown in the attached exhibit taken from the traffic report. The proposed lane lengths are depicted in the attached Long-term buildout lane exhibit (also attached).

Applicable Regional or National Standards used as Basis:

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION	JUSTIFICATION
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☐ The ECM standard is inapplicable to a particular situation.

☒ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.

The need for this turn lane length deviation is a function of the proposed intersection spacing between the two intersections of Judge Orr Road/Cessna Drive and the proposed RV Park Access access/future commercial PUD private street intersection. A separate deviation has been prepared for the proposed intersection spacing. These criteria are part of the justification for that deviation.

☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

The need for this turn lane length deviation is a function of the proposed intersection spacing between the two intersections of Judge Orr Road/Cessna Drive and the proposed RV Park Access access/future commercial PUD private street intersection. A separate deviation has been prepared for the proposed intersection spacing along Cessna Drive. Provided the intersection spacing deviation is approved, the available distance between the intersections for back-to-back, ECM-standard-length left turn lanes would not exist.

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST

The request for a deviation is not based exclusively on financial considerations.

The need for this turn lane length deviation is a function of the proposed intersection spacing between the two intersections of Judge Orr Road/Cessna Drive and the proposed RV Park Access access/future commercial PUD private street intersection. A separate deviation has been prepared for the proposed intersection spacing. This turn lane length deviation is needed if the intersection spacing deviation is approved because the available distance between the intersections for ECM standard-length turn lanes would not exist.

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The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

This street is proposed to be classified as an Urban Collector. The queuing analysis included in the attached table indicates that the proposed turn lane lengths will be able to accommodate the projected buildout peak period queues. This segment of street will function as an "entry drive" rather than a through-roadway. For these reasons, the proposed laneage will be functional and appropriately designed for this site-specific condition. Please refer to the proposed laneage shown in the attached exhibit.

The deviation will not adversely affect safety or operations.

This street will function more like an "entry drive" than a major through-roadway. Abbreviated taper lengths and minimal or no deceleration distance would not be problematic as most traffic turning from Judge Orr onto northbound Cessna will be traveling at a slower speed after completing a left/right turn. Northbound through traffic on Cessna arriving from the south side of the intersection will be starting from a Stop condition. All southbound traffic on this segment of Cessna (the majority of which will be turning onto Judge Orr) will be slowing/decelerating on the approach to Judge Orr given the stop condition - therefore, the need for "deceleration" distance associated with a "speed change lane" will not be necessary. Stacking distance only will be sufficient.

Based on the buildout queuing analysis presented in the attached table, the projected peak hour queues could be accommodated by the lane-lengths proposed.

The proposed 60' reverse-curve bay tapers will be appropriate for this situation. The taper has been kept relatively short to maximize stacking distance and provide a reasonable tangent section on the right side of the southbound through lane between the PCR on the southwest corner of the intersection of the proposed RV Park Access access/future commercial PUD private street intersection.

The deviation will not adversely affect maintenance and its associated cost.

This deviation will reduce maintenance cost as the paved area will be less than with the standard turn lanes.

The deviation will not adversely affect aesthetic appearance.

N/A

Owner, Applicant and Engineer Declaration:

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

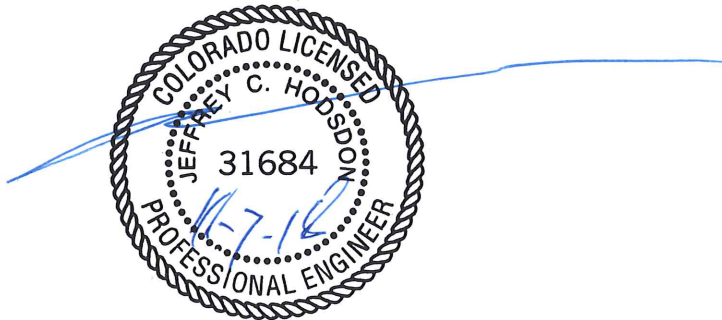
Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

Engineer's Seal



Review and Recommendation:

APPROVED by the ECM Administrator

Date

This request has been determined to have met the criteria for approval. A deviation from Section _____ of ECM is hereby granted based on the justification provided. Comments:

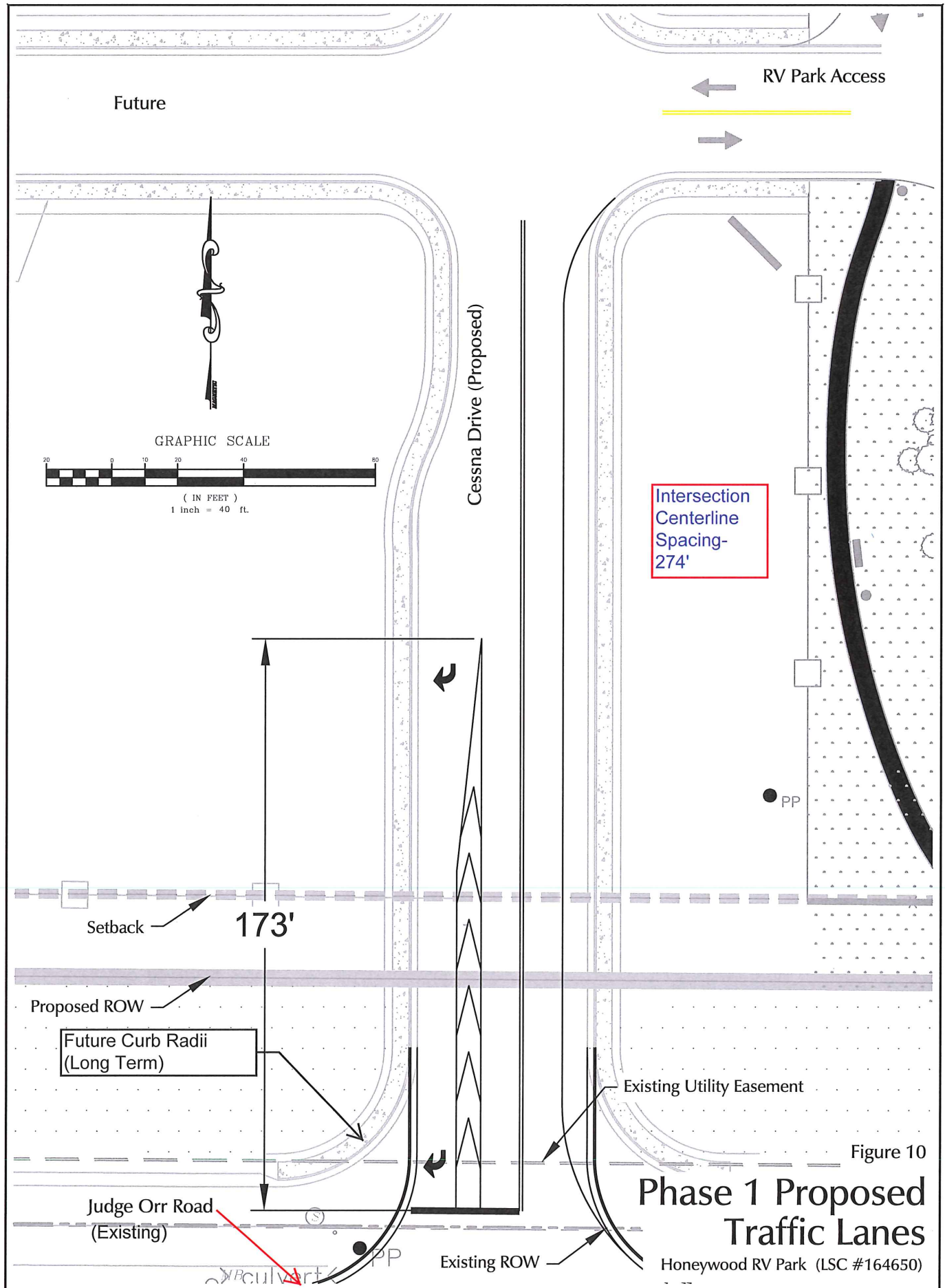
Additional comments or information are attached.

DENIED by the ECM Administrator

Date

This request has been determined not to have met criteria for approval. A deviation from Section _____ of ECM is hereby denied. Comments:

Additional comments or information are attached.



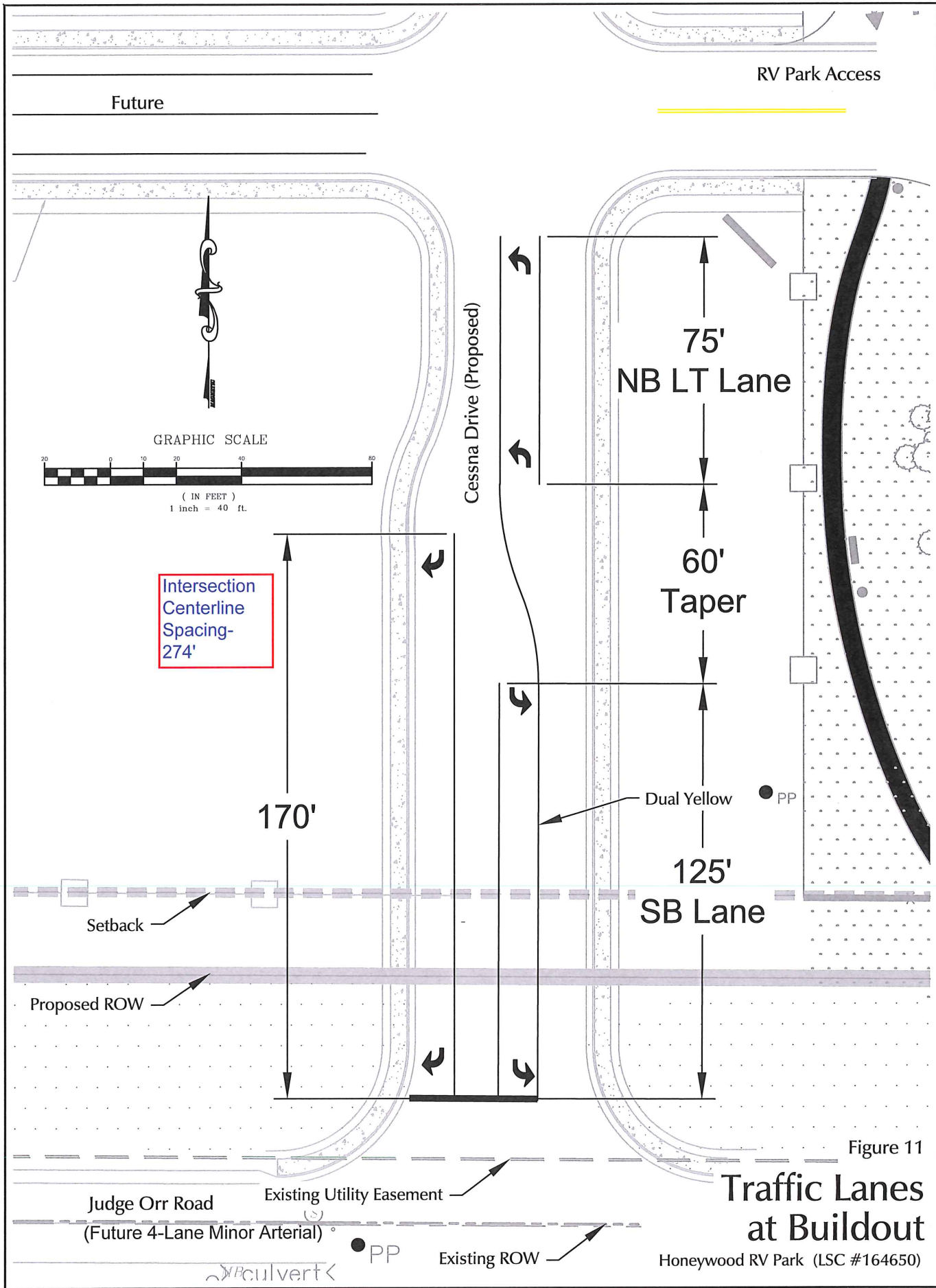


Figure 11

Traffic Lanes at Buildout

Honeywood RV Park (LSC #164650)

Deviation Table
Auxiliary Turn Lane Analysis
Comparison of ECM-Standard Component Lengths to Proposed
& Queuing Analysis Results

Comparison Items	Judge Orr Road/ Cessna Dr.			Cessna Dr./RV Park Access (east) /Future PUD Access (west)
	SB LT	SB TH	SB RT	NB Left Turn
Comparison of ECM-Standard* Turn Lane Elements to Proposed				
Taper Lengths (ft)				
ECM Standard (ft)	160	--	160	160
Proposed Lengths (ft)	60	--	60	60
Difference from ECM Standard (ft)	-100	--	-100	-100
Deceleration Lengths (ft)				
ECM Standard (ft)	155	--	155	155
Proposed Lengths (ft)	25	--	0	0
Difference from ECM Standard (ft)	-130	--	-155	-155
Stacking Distances (ft)				
ECM Standard (ft)	100	--	300	200
Proposed Lengths (ft)	100		170	75
Difference from ECM Standard (ft)	0		-130	-125
SimTraffic Queuing Results				
Queuing (AM Peak Hour)**				
Maximum Queue (ft)	106		72	53
Upstream Block Time (%)	0%		0%	0%
Storage Block Time (%)	0%		0%	0%
Queuing (PM Peak Hour)**				
Maximum Queue (ft)	103		131	31
Upstream Block Time (%)	0%		0%	0%
Storage Block Time (%)	1%		0%	0%
<p>* These are ECM-standard Urban Collector values.</p> <p>***Maximum queues reported in SimTraffic analysis are shown.</p>				